

BAY CITY AREA TRANSPORTATION STUDY (BCATS)

Policy Committee Minutes - October 15, 2008

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Call To Order:

The meeting was called to order at 1:30 p.m.

Those present were: Dave Engelhardt, BCATS staff; John Gaydos, City of Bay City; Susan Richardson, MDOT Planning; Dale Majerczyk, City of Essexville; Jim Lillo, Bay County Road Commission; George Augustyniak, Fraser Township; Gary Brandt, Monitor Township Supervisor; Vaughn Begick, Bay County Commissioner; Mike Niederquel, Wade Trim; Mike Stoner, Bay Metro Transit; Terry Spegel, Hampton Township Supervisor, Hilda Dijak, Frankenlust Township Supervisor; and Dirk Westbury, BCATS staff.

Approval of Minutes:

It was moved by Augustyniak, seconded by Stoner, to approve the minutes from the August 20, 2008 meeting. Motion Passed.

Public Comment:

There was no public comment brought before the committee.

Update From Bay Metro Transit:

Stoner provided an update for the members, explaining that the rising gas prices and funding cuts has forced a reduction of services provided by Bay Metro. While services have been cut, the number of people using the services of Bay Metro has remained the same.

Public Hearing on Harrison Street TIP Amendment:

The public Hearing was called to order at 1:35 p.m. by Dale Majerczyk, Chairman of the BCATS Policy Committee. The purpose of the Public Hearing was to discuss the amendment to the FY-2009 TIP allocating an additional \$325,466.00 for the Harrison Street Project. Engelhardt discussed that a previous amendment was made at the August 20, 2008 BCATS Policy Meeting to include the Harrison Street Project into the FY-2009 TIP. Gaydos discussed some of the concerns the City of Bay City was having with regards to SHPO requirements for this project. SHPO is requiring that the City of Bay City have an on-site archeologist due to the nature of project location and concerns that there may be historical artifacts at the project site. Should artifacts be discovered at the project site, all project work would have to be delayed to allow for an archeological exploration of the area. According to SHPO requirements, the City of Bay City would have to pay for any archeological work on top of the actual project.

Gaydos asked the BCATS Policy Committee if they would be willing to allow the Harrison Street Project to be Pro-Rata so that there would not be a cap on the federal funds for the project. Dijak expressed her concern over BCATS allowing the project to be Pro-Rata and having what essentially amounts to a blank check for

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potentially large unknown costs which could impact other future jobs. Gaydos explained that the City of Bay City would not have to have the on-site archeologist for the project if they used only local funding since the city has an agreement with the Chippewa Tribe. At this point Gaydos was not sure if the City of Bay City would ultimately elect to go with Federal funds for the project, or decide to fund the project totally with local funds. Discussion ensued.

The regular BCATS Policy Committee Meeting was reconvened at 2:07 p.m.

Approval of Harrison Street TIP Amendment:

Engelhardt stated that BCATS supports the Harrison Street Project. He further stated that BCATS has tried to assist the city through NFC reclassification of the road so that it would be eligible for Federal funds. The other BCATS implementing agencies also assisted by voting for the unused committed funds from the Henry Street project be redirected to the Harrison St project. He also stated that if it were not for all the hard work on the part of Gaydos, the Harrison St project would not likely have been positioned to be eligible for the amount of BCATS STP funds currently under consideration.

A motion was made by Dijak, seconded by Stoner, to approve the amendment of the FY 2008-09-10-11 TIP as recommended by the Technical Committee (Lump Sum) to include the allocation of \$325,466 for the Harrison Street Project in FY 2009. Motion passed.

MDOT and MPO TIP/STIP Process for New 2010-11-12-13 TIP:

Engelhardt provided those present with a FY 2010-11-12-13 TIP Timetable Project List. Engelhardt discussed the importance of prioritizing projects. Per the timetable we are expecting to have total completion and MPO approval of the new TIP by June, 2009. However, it is anticipated that we will have approval earlier than June. Richardson stated that the current estimations for future projects would be as follows: 2010 Flat Rate, 2011 Flat Rate, 2012 1% Increase, and 2013 2% Increase.

Letter of Support for M-25 Heritage Route:

A motion was made by Lillo, seconded by Richardson, to approve the submittal of a letter of support for the expansion of the M-25 Heritage Route to cover from Bay City around the thumb.

Non-Motorized Efforts Update:

Engelhardt gave an update regarding the non-motorized efforts. There are a variety of things going on simultaneously with regards to non-motorized efforts. There are several efforts taking place simultaneously to create non-motorized connections between Saginaw, Bay and Midland Counties. There are a variety of trail groups working in Bay County: Bay County Rail Trail Group, the Tri-County Trail Group, the MDOT Regional Trail Group, and the University Trail Project linking

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SVSU with Delta College. Engelhardt mentioned that he found a BCATS Bicycle Plan from 1980 that was adopted by the committee. Engelhardt thought it might be worth re-visiting and updating this plan in light of the new move toward connectivity of the three counties non-motorized paths. Discussion ensued regarding the use of enhancement dollars and how they might be used to help with some of the non-motorized efforts. Commissioner Begick made a request that Salzburg Road bike path be a project priority within these efforts. Engelhardt explained that the prioritization of projects was based on several factors including the prioritization of the road, use, and proximity.

Looming Financial Crisis for Transportation:

Informational Item. Richardson provided the committee with a hard copy of the power point presentation (slightly updated version) given by MDOT at the Sept. 2, 2008 BCATS Technical Committee Meeting. It is anticipated that there will be a reduction in the State Transportation Program. The state is suffering shortfalls and may not be able to match federal funds by 2010. Richardson mentioned that other communities were instituting millages as a way of coping with the shortfalls in the transportation program.

Projects Update:

The **North Henry Street Project** is going well. Concrete work should be completed by the end of this week. The **Truman Parkway Project** for repair work is completed. The **Harrison Street Project** is on schedule, though there are some concerns regarding the SHPO archeological requirements. It is anticipated that this project will be let in January, 2009. Gaydos received verbal confirmation that the **Safety Grants** for the "S" curve on Marquette Ave in Bay City has been approved. The City of Bay City is waiting to receive written confirmation. The BCRC safety grant for the Two Mile and Wilder Rd intersection was not approved. The **Seven Mile Project** will be paved next week. The **Liberty Bridge** and **Independence Bridge** will be painted beginning January 1, 2009. The Liberty Bridge will be the first bridge painted and should take about six weeks to complete, followed by the Independence Bridge which will also take about six weeks to paint.

Other/New Business:

There was no other or new business to discuss.

As there was no further business, the October 15, 2008 BCATS Policy Committee meeting was adjourned at 3:02 p.m.

Respectfully submitted,

David Engelhardt
BCATS Director

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